

SAFETY SUPPLEMENT

TECHNICAL MANUAL

AIRCRAFT EMERGENCY RESCUE INFORMATION (FIRE PROTECTION)

THIS PUBLICATION SUPPLEMENTS TO 00-105E-9 EDITION 2, DATED 8 OCTOBER 1999, LOCATED AT WEB SITE:[http:// wwwpub.robins.af.mil/orgs/alc/ti/Tilta/index.htm](http://wwwpub.robins.af.mil/orgs/alc/ti/Tilta/index.htm).

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TO THE ATTENTION OF ALL AFFECTED AIR FORCE PERSONNEL.**

PUBLISHED UNDER AUTHORITY OF THE SECRETARY OF THE AIR FORCE

7 JANUARY 2000

1. PURPOSE.

This supplement provides instructions for update of TO 00-105E-9 Edition 2, dated 8 October 1999, affecting the C-130 aircraft found in Chapter 6 - Cargo/Tanker/Test Aircraft - C-130 bookmark.

2. INSTRUCTIONS.

- a. The C-130 is a pressurized aircraft to 15.6 PSI when engines are running. Any door being opened externally under pressurized conditions can be hazardous to rescue crews. If the door is forced open, under pressurized conditions and rescue crew is standing in front of door, injury may result. The procedures have been changed to reflect this critical information depicted on page C-130.4 paragraph 1 under an added CAUTION and paragraph 1b has been changed to clarify operation of the troop door handle in this supplement. This information, if it applies to your operation, can be downloaded and printed from this web site by the end user to amend the existing information.
- b. The C-130 file in TO 00-105E-9 Edition 2 contains a total of ten pages. The end user should print this portable document format (pdf) for his operation and insert page C-130.4 to make the C-130 operational user file up to date.

NOTE

The operational user file is the whole or selected printed pages from the web site placed in a binder used for local, transient operations or both. This information should also be included in mobility boxes where applicable. If your unit or a part of your unit is serving elsewhere, they should be informed of this Safety Supplement and how to obtain it. See TO 00-5-2 paragraphs 1-1.4, 1-1.4.1, and 1-1.6 for Local Reproduction of TOs and Digital Media guidance.

THE END

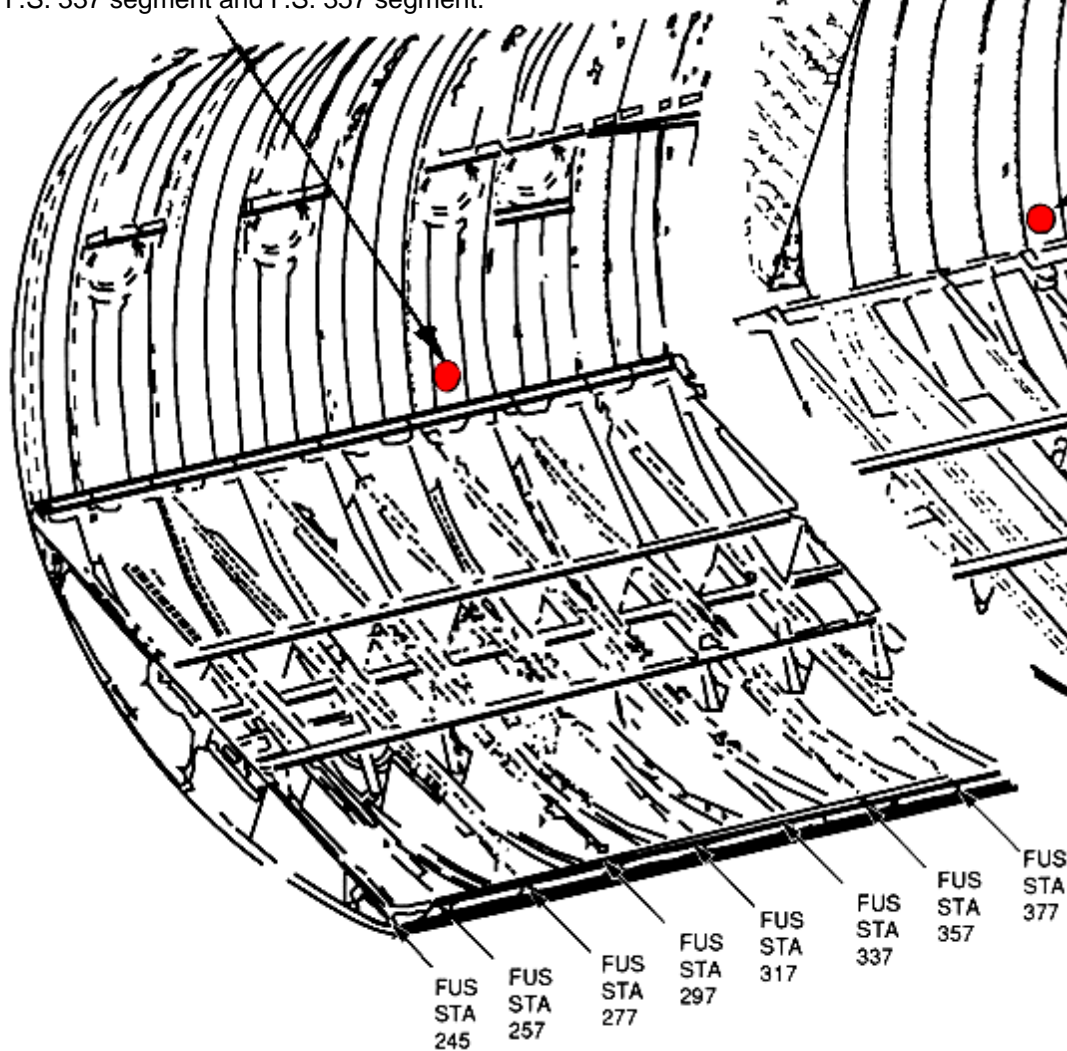
SKIN PENTRATION POINTS

C-130

FORWARD FUSELAGE (BOTH SIDES)

NOTE:

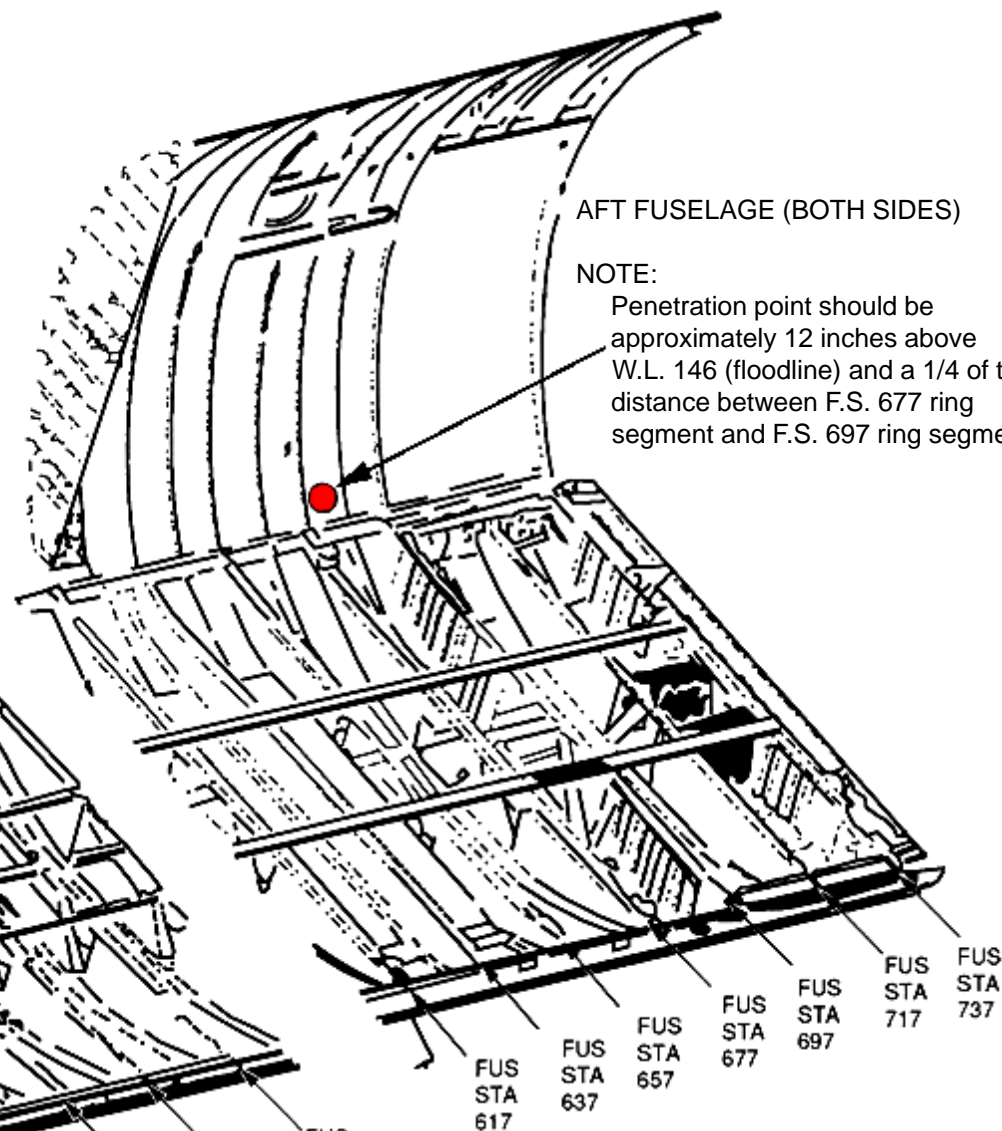
Penetration point should be approximately 12 inches above W.L. 146 (floodline) and centered between F.S. 337 segment and F.S. 357 segment.



AFT FUSELAGE (BOTH SIDES)

NOTE:

Penetration point should be approximately 12 inches above W.L. 146 (floodline) and a 1/4 of the distance between F.S. 677 ring segment and F.S. 697 ring segment.



NOTE:

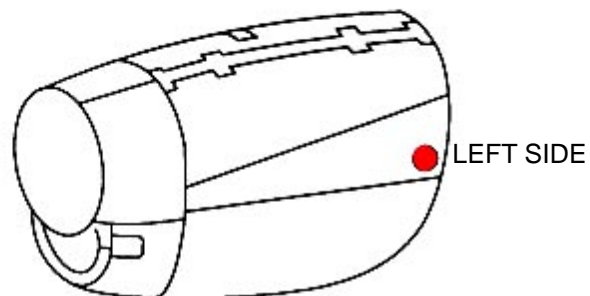
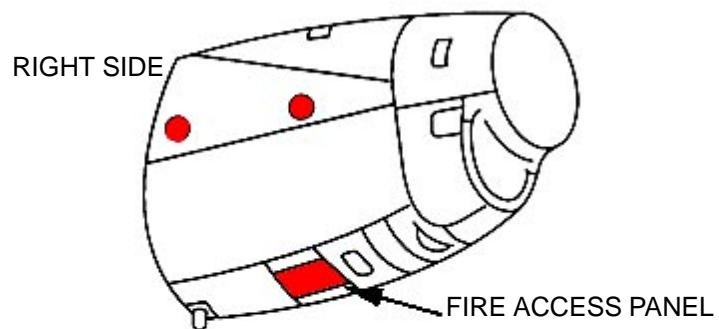
Penetration points are the same on all four engine nacelles.

WARNING

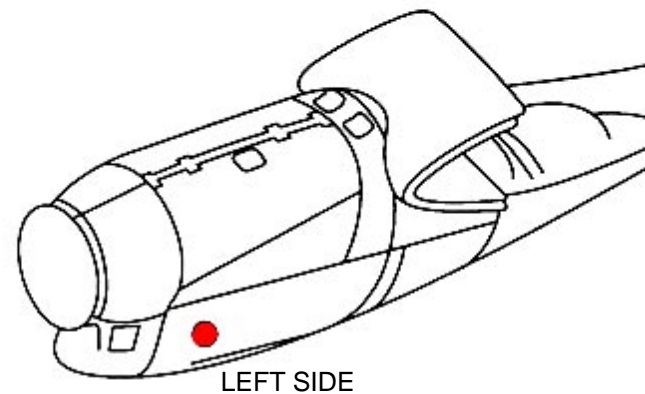
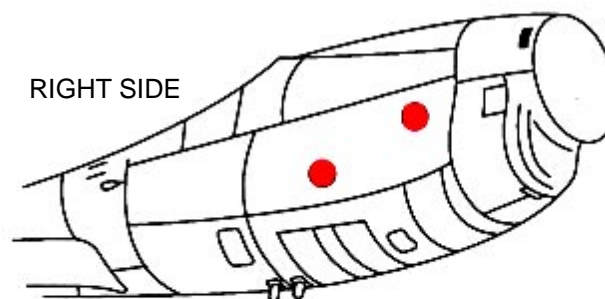
Fire access panels may have accumulated flammable dripping fluids. Use caution to avoid these fluids when opening the spring loaded access panel.

APPLICABILITY:

C-130B/E/H/J, HC-130B/H/N/P, LC-130H

**APPLICABILITY:**

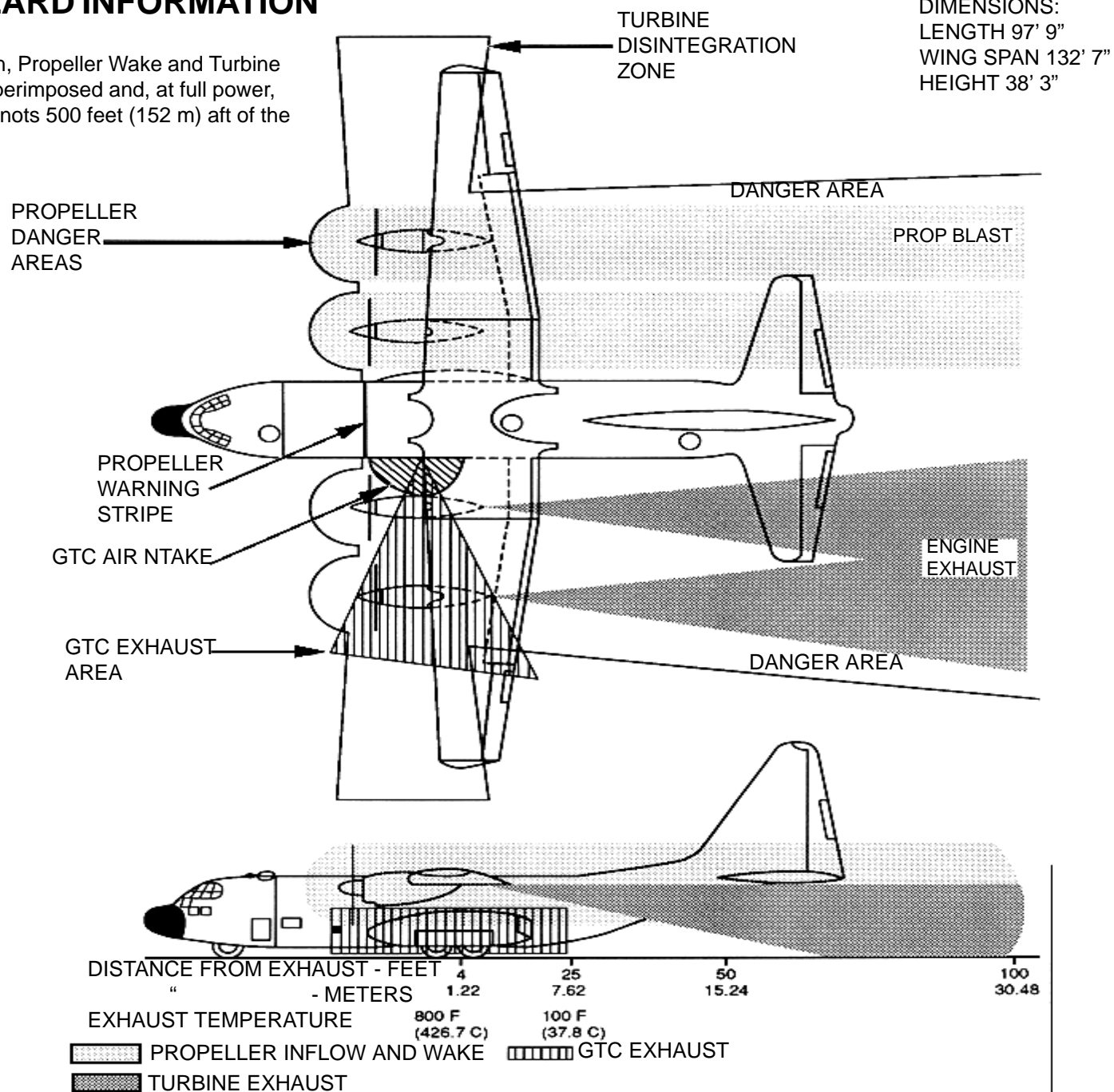
C-130A/D



AIRCRAFT HAZARD INFORMATION

NOTE:

During engine operation, Propeller Wake and Turbine Exhaust Wakes are superimposed and, at full power, produce a wake of 69 knots 500 feet (152 m) aft of the propellers.


C-130

SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw

Fire Drill II

AIRCRAFT ENTRY-ALL MODELS

1. NORMAL ENTRY

WARNING

Forward hatch (2a), right side of fuselage, is in close proximity of right inside turbo propeller. Avoid if propeller/engine is running. This hazard could cause loss of life! Not for entry or aircrew extraction until engine is shutdown. Same for left side if applicable model is in use.

NOTE:

On AC-130 aircraft equipped with interior electronic compartment, gain entry using troop door right aft side of aircraft.

CAUTION

Verify aircraft is depressurized prior to entry. If verification can not be made, use any means possible to penetrate aircraft skin to vent pressure, then enter aircraft. Places to penetrate: entry door, side escape hatches, port hole windows, paratroop doors, emergency escape hatches, and designated cut-in areas. Pressurization is 15.6 PSI.

- a. Rotate crew entry door handle, located forward left side of fuselage, counterclockwise and open door outward and down.
- b. Rotate troop door handle, located aft on both sides of fuselage, clockwise and push door inward and up until locked in open position.

2. EMERGENCY ENTRY

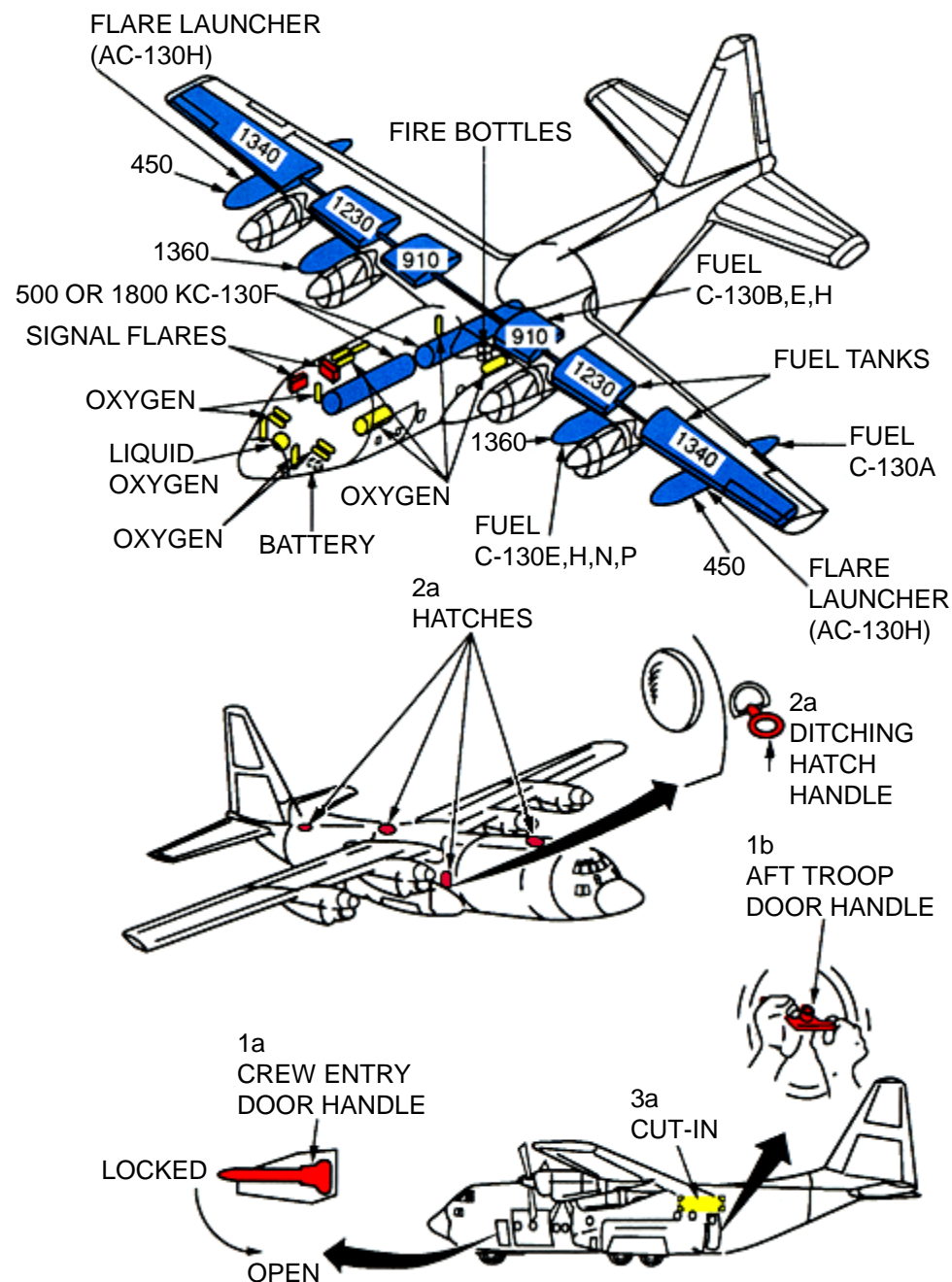
- a. Pull release handle and push inward on four hatches located forward, center, and aft top of fuselage, and fuselage forward right side.

3. CUT-IN

- a. Cut-in areas are located on each side of fuselage, above and forward of each troop door.

NOTE:

On HC-130H/N/P aircraft, right emergency entry door may be blocked by an equipment bin. On these aircraft, an identical emergency entry door is located on the left side of the aircraft.

C-130

ENGINE SHUTDOWN AND AIRCREW EXTRACTION

C-130

WARNING

To avoid the hazards of approaching running aircraft, enter through rear troop doors.

NOTE:

DO NOT remove battery power before activating emergency T-handles.

1. ENGINE SHUTDOWN

- a. Position condition levers, located on control pedestal between forward crew seats, aft to FEATHER position. Open safety guard of bus-tie switch. Turn switch to ON position.

NOTE:

If switch is left in OFF position, pulling T-handles will only arm fire extinguishing system and not close valves at engine fire walls. Bus-tie is located on overhead panel above pilot's right seat arm rest.

- b. Pull fire emergency shutdown T-handles, located on overhead panel, to the aft position. On the C-130 handles, located on overhead panel, to the aft position. On the C-130A pull fire emergency shutdown T-handles. Depress and hold battery engine start switch, located below and between #1 and #2 T-handles for 5 seconds, then release battery engine start switch. Pull T-handle last that is illuminated indicating fire.

NOTE:

If APU/GTC is operating, pull GTC T-Handle. GTC - ground takeoff handle runs the APU system.

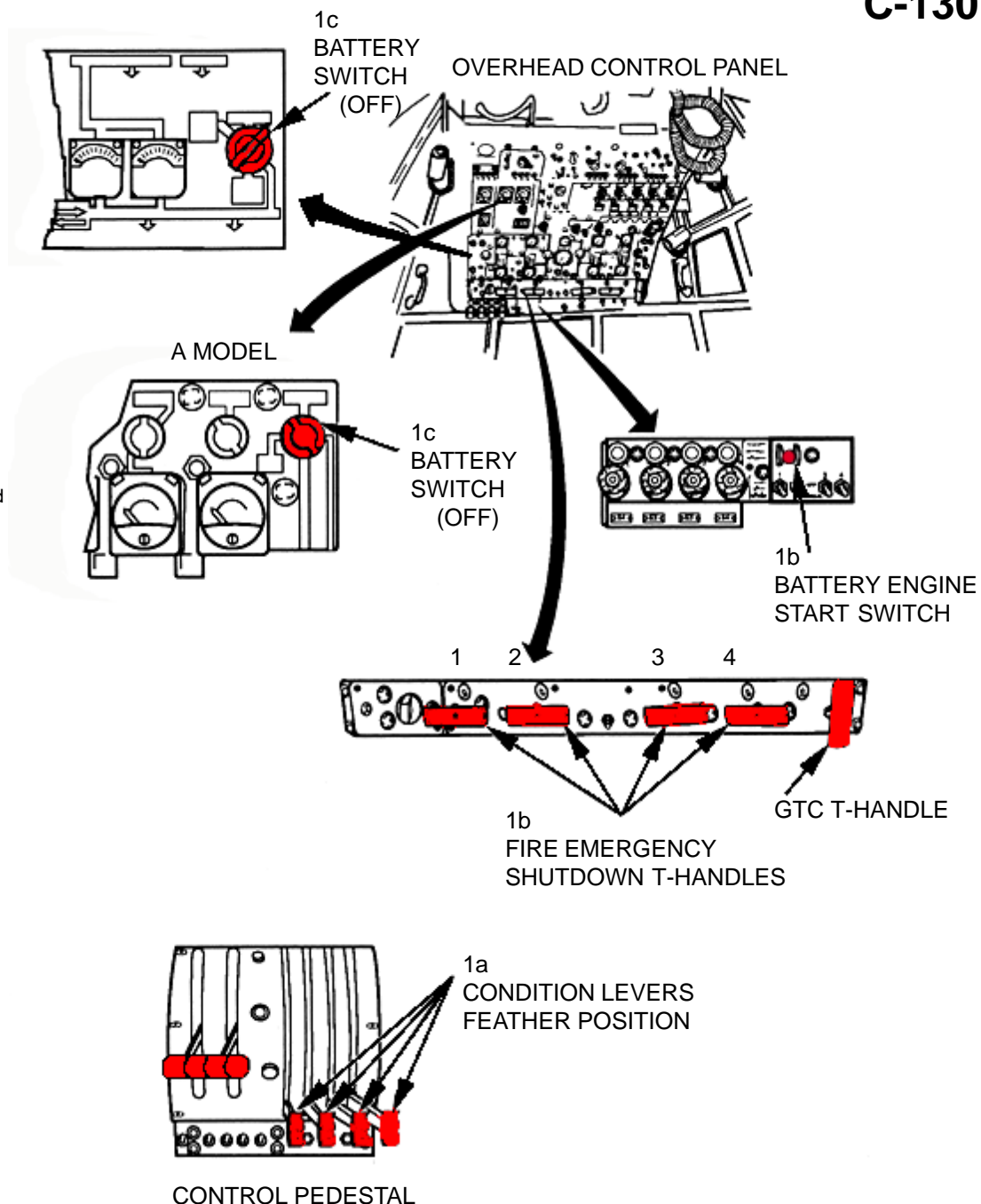
- c. Disconnect battery, located forward of crew entrance door or turn battery switch, located on overhead control panel, clockwise to OFF position. On the C-130A turn switch counterclockwise to OFF position.

2. AIRCREW EXTRACTION

- a. Release latch on lap belt and remove shoulder harness from crewmember(s).

NOTE:

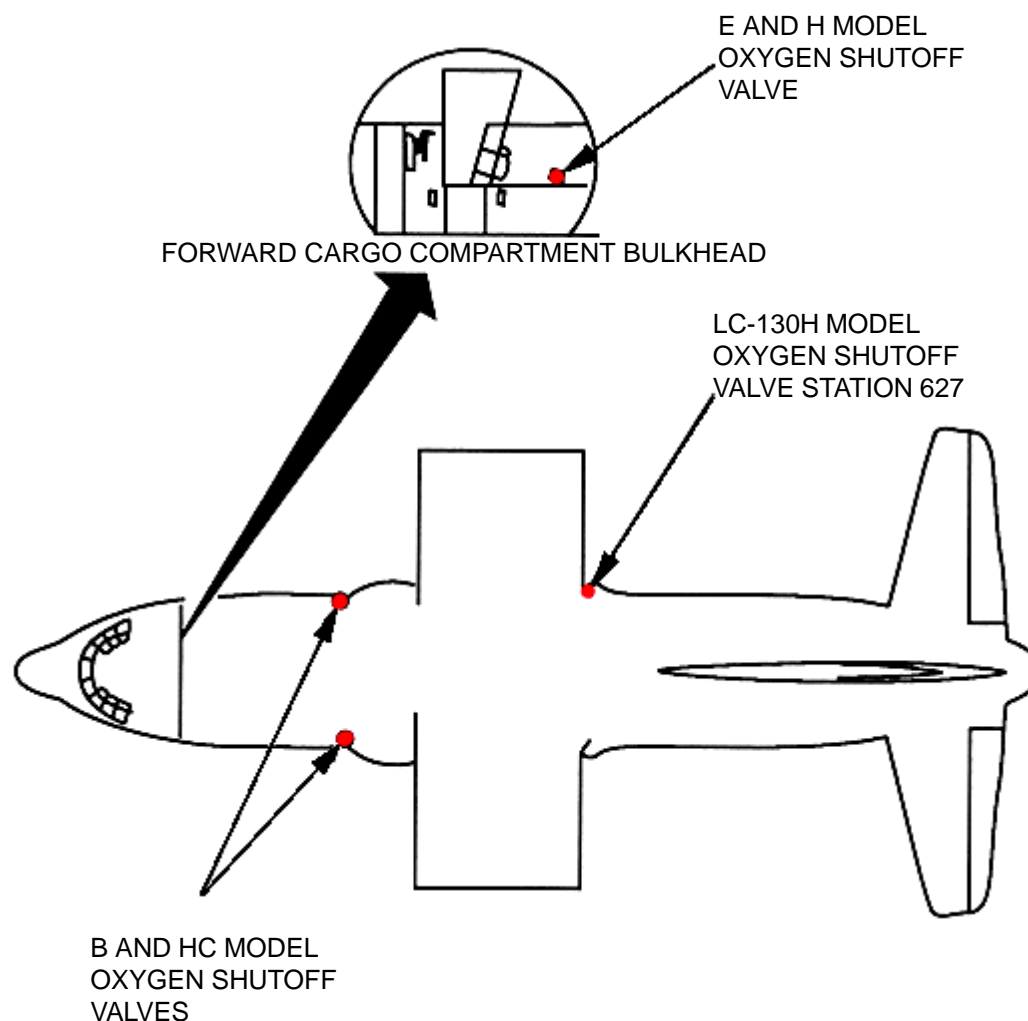
If seat track is not damaged during crash landing, use adjustable seat control to move seat in aft position when removing crewmember. Passenger seats do not have shoulder harness.



OXYGEN SYSTEM SHUTDOWN

C-130**NOTE:**

- To reduce fire damage in the cockpit area CLOSE oxygen manual supply valve(s). Ensure all occupants have been evacuated before closing valve(s).
- On B and HC model aircraft they have two serrated knob shutoff valves. One located on each side of the fuselage directly below the storage cylinders. Turn knobs clockwise to the OFF position.
- On E and H model aircraft they have one serrated knob shutoff valve. It is located on the fwd cargo compartment bulkhead right side. Turn knob clockwise to the OFF position.



GUNSHIP CONFIGURATIONS

APPLICABILITY:
AC-130H

C-130

NOTE:

AC-130A is retired. The H model is a modified E model.

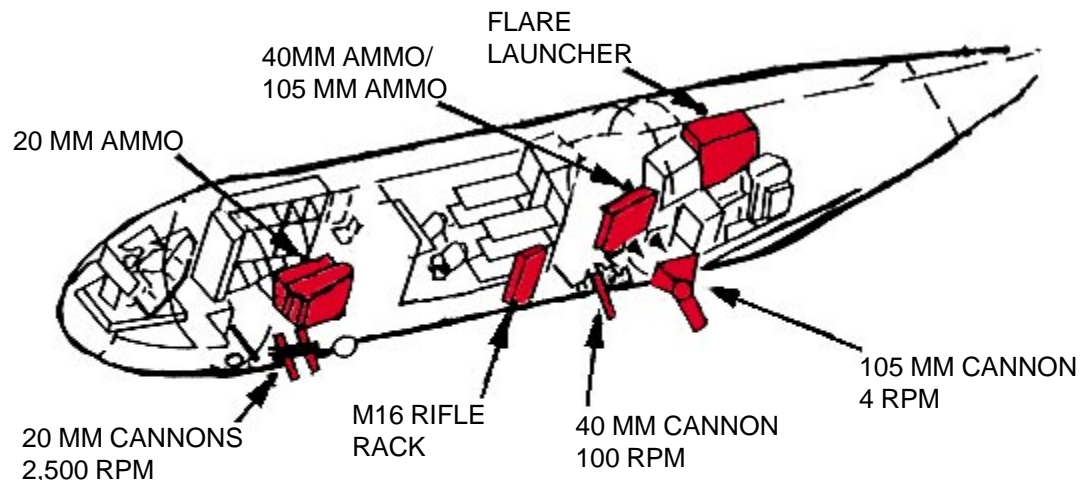
Crew total - 13 including pilot, co-pilot, navigator, flight engineer, fire control, officer, electronics warfare officer, two sensor operators, an illuminator and five gunners.

Hazards:

Defensive aids - electronic countermeasures, chaff and flares.

2,000 watt night target illuminator.

7.62 miniguns and ammo racks removed.



NOTE:

The AC-130U model is a modified H model.

APPLICABILITY:
AC-130U

Crew total - including flight crew and loaders - 13

Cabin Positions - Prone observer - rear ramp - 1

Starboard observer - aft of flight deck - 1

Battle management consoles - 7

Hazards:

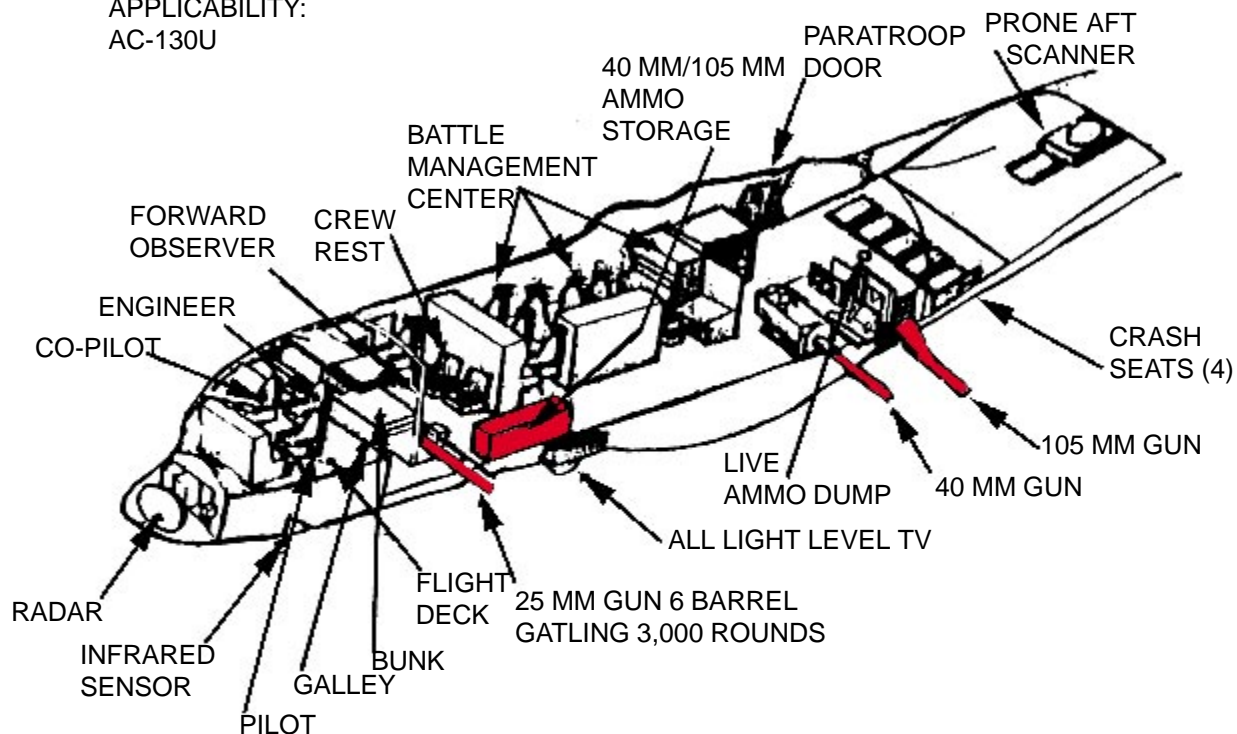
Defensive aids - similar to AC-130H

Modified fuel tank pylons

300 chaff bundles

Three flare launchers under fuselage.

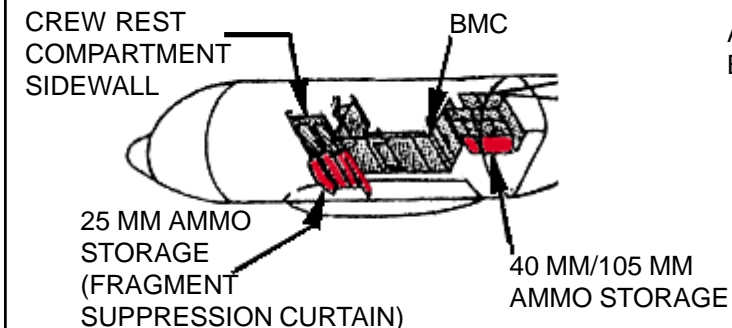
Multiple electronic equipment with various computers.



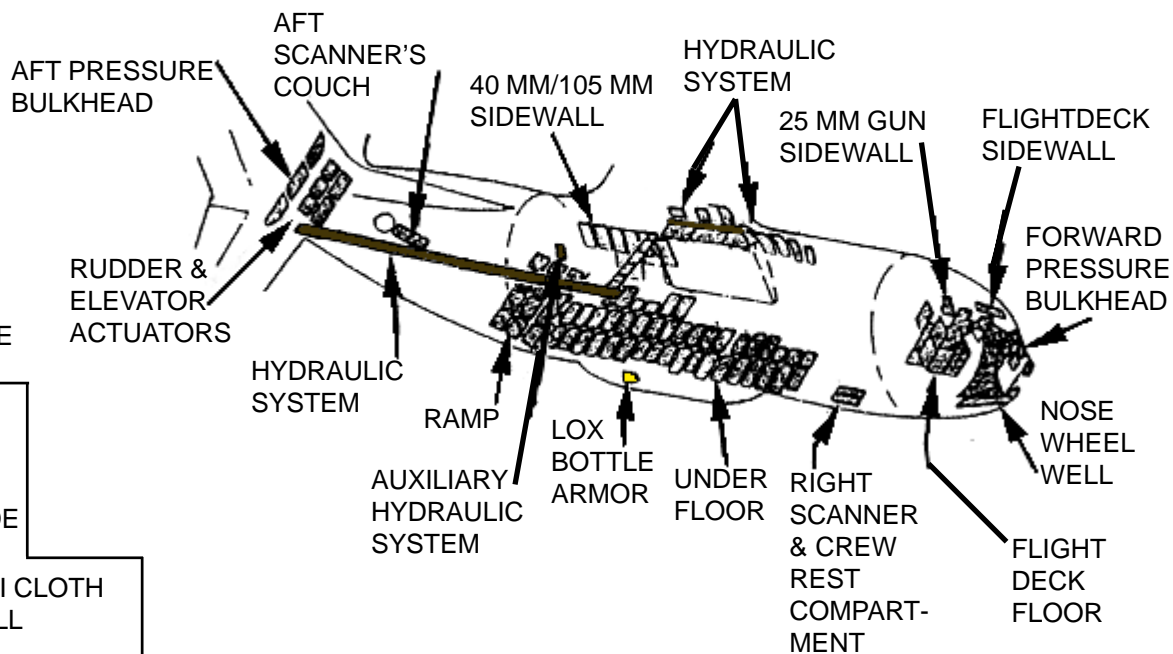
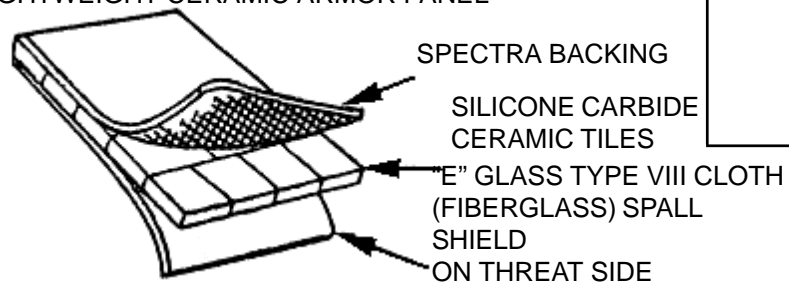
ARMOR INSTALLATION AND PROTECTION LOCATIONS

APPLICABILITY:
AC-130U

C-130



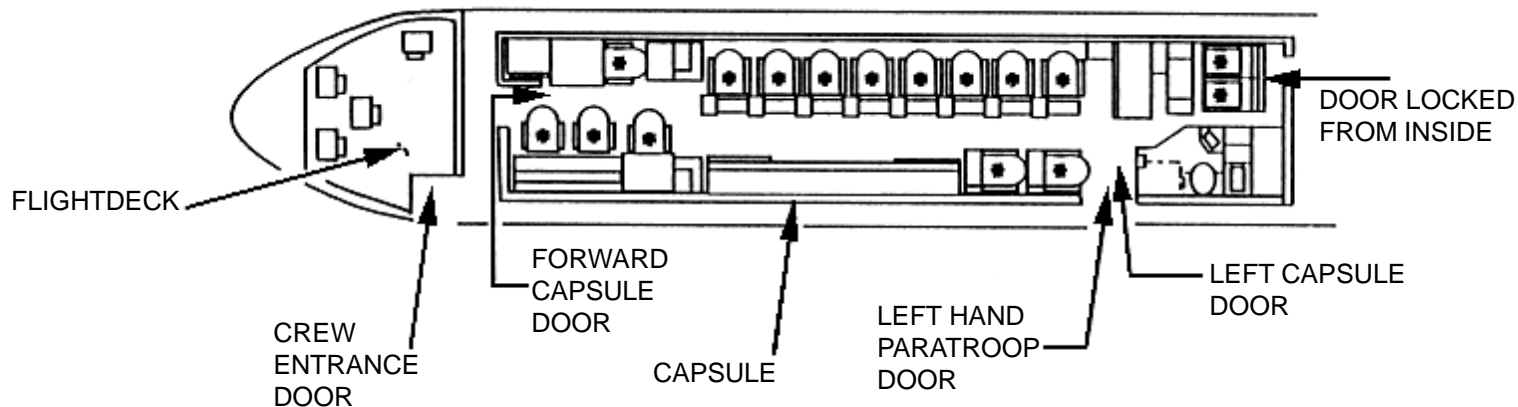
LIGHTWEIGHT CERAMIC ARMOR PANEL



CABIN ARRANGEMENT AND PERSONNEL LOCATIONS

APPLICABILITY:
C-130E
ABCCC (II)

* DENOTES CREW POSITION IN CAPSULE

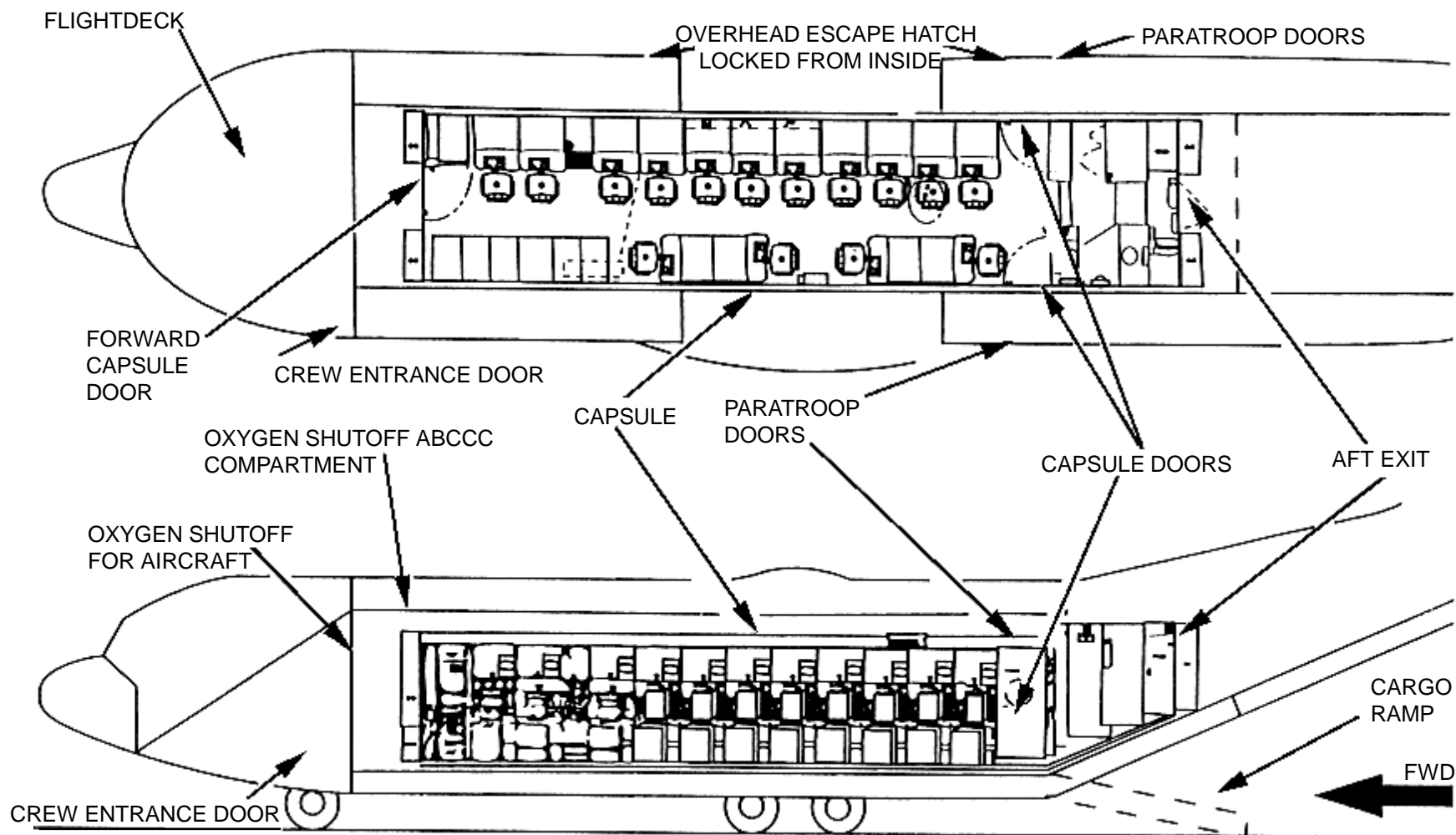


C-130.9 **CABIN ARRANGEMENT AND PERSONNEL**
LOCATIONS-Continued

C-130

APPLICABILITY:
 EC-130E
 ABCCC (III)

T.O. 00-105E-9



* DENOTES CREW POSITIONS

** CUT-IN AREAS ARE LOCATED ON EACH CAPSULE DOOR

OXYGEN SYSTEM

C-130

NOTE:

The oxygen system supply of the C-130E and H aircraft is carried in a liquid oxygen converter of 25 liter capacity, shock mounted in the right side of the nose wheel well. A capacitance-type liquid oxygen quantity indicating system is provided, with a gage on the copilot's side of the main instrument panel, together with a low level warning light. The converter supplies gaseous oxygen to a system consisting of plumbing lines connected to ten regulators and four recharging connections. The regulators are located in the flight station and cargo compartment at potential crew stations. Two recharging connections from which portable oxygen bottles can be refilled, are located in the cargo compartment. The converter is filled with liquid oxygen through a valve on a panel accessible from outside the aircraft on the right side of the fuselage nose. A vent system is provided to vent the system overboard during fitting and to control system pressure during operation. So long as there is any liquid in the converter, system pressure of gaseous oxygen is maintained within the limits of 305 (+/- 10) PSI. When system is not in use, pressure may indicate 380 - 430 PSI.

APPLICABILITY:
EC-130E
ABCCC (III)

